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SECURITY INFORMATION

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COUNTRY East GermanyREPORT NO. TOPIC Grossenhain AirfieldEVALUATION see belowPLACE OBTAINED 

25X1

DATE OF CONTENT 23 March to 20 April 1953DATE OBTAINED DATE PREPARED 27 May 1953

REFERENCES

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PAGES 4 ENCLOSURES (NO. & TYPE)

REMARKS

SOURCE

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1. Between 23 March and 17 April, source observed the following air activity at Grossenhain airfield:

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23 March. At 2 p.m., a total of 23 MiG-15s and type-29 planes, fitted with auxiliary fuel tanks, were observed at the field.

24 March. At 1:42 p.m., a Li-2 took off from which 7 men parachuted at 1:50 p.m. From the moment of jumping to the touching of ground, 124 seconds were timed. After circling once, 6 men jumped from the same plane at an altitude of 500 meters. The plane landed at 2:08 p.m. and again took off at 2:14 p.m. Subsequently, 4 and 7 parachute jumps were observed. The weather was clear.

25 March. Between noon and about 3 p.m., parachuting from a Li-2 was practiced, 19 jumps being counted. Between 3 and 9 p.m., MiG-15s practiced formation flying in elements of two and individual local flying.  25X1

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About 4 p.m., 28 MiG-15s and type-29 planes were counted at the field. 25X1

26 March. In the afternoon, local flying was practiced in clear weather.

27 March. In the afternoon, individual 10-minute flights were made. There was a 2/10 overcast.

28 March. Between 11:40 a.m. and 6 p.m., 45 individual take-offs were made by MiG-15s, which practiced local flying. At the same time, Yak-11s practiced 20-minute flights. At about 1 p.m., 3 Po-2s took off, and, after 20 minutes, landed again. At 6 p.m., 32 MiG-15s and type-29 planes were counted at the field.

29 March. Between 2 and 4 p.m., 3 Po-2s made 40-minute flights. The sky was 6/10 overcast.

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30 March. During daytime, there was no flying. There was an about 8/10 overcast. After about 8 p.m., night flying was conducted, the aircraft flying individually, in elements of two and in flight formation.

31 March. Between 10:30 a.m. and 2 p.m., about 15 swept-back jet fighters practiced individual 8-minute flights. There was a 6/10 overcast.

1 April. Few swept-back jet fighters practiced individual flying. There was a 3/10 overcast and a visibility of about 2 km.

2 April. Throughout the day, there was intensive individual flying and little flying in elements of two and flight formation. The individual flights lasted 4 minutes and the formation flights 25 to 30 minutes. For formation flying the planes took off in rapid succession in elements of two and assembled after a few seconds. About 10:15 a.m., a MiG-15 towing an air sleeve was observed at an altitude of 2,000 meters. The sleeve target was attacked by two jet fighters, without aircraft weapons being used.

3 April. Between 8 a.m. and 7 p.m., there was intensive flying by aircraft flying individually and in groups of two, three and four. The sky was 3/10 overcast and visibility was good.

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5 April. No flying was conducted. MiG-15 [redacted] was parked in front of an aircraft revetment. There was a 9/10 overcast at an altitude of 700 meters and visibility of about 6 km.

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6 April. Between 9 a.m. and 5:30 p.m., there was mostly individual flying by Yak-11s, and repeatedly by Po-2s. At about 11 a.m. two MiG-15s were aloft. From 8:15 p.m. until after midnight, night flying by jet fighters was practiced.

7 April. Between 8 a.m. and noon, MiG-15s fitted with auxiliary fuel tanks made local flights. At about 11 a.m. a twin-engine plane, probably a Li-2, landed. Between 1 a.m. and 2 p.m., there was flying by Yak-11s. At 5:30 p.m., 5 low-wing monoplanes with in-line engines came in for landing.

10 April. Between 7:30 a.m. and 4 p.m., MiG-15s with auxiliary fuel tanks made individual local flights of 7 to 8 minutes and other MiG-15s practiced flying in elements of two. Between 10 a.m. and 6 p.m., Yak-11s and Po-2s were also observed aloft. At about 10 a.m., 2 MiG-15s flying individually, 8 MiG-15s in elements of two, 1 Yak-11 and 1 Po-2 were observed in the air. About 2 p.m., 3 individual MiG-15s, 4 MiG-15s in elements of two, 2 Yak-11s and 1 Po-2 practiced flying. There was a 2/10 overcast and visibility of about 2 km. At about 7 p.m., 28 MiG-15s and type-29 planes were parked in front of the fourth hangar from the west and 18 planes in front of the easternmost hangar.

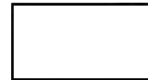
11 April. Between 7:30 a.m. and 2 p.m., the following air activity was observed in clear weather: 48 swept-back jet fighters with auxiliary fuel tanks made individual local flights of 7 to 8 minutes; 22 swept-back jet fighters practiced about 15-minute flights in elements of two; 44 swept-back jet fighters with auxiliary fuel tanks took off in elements of two at intervals of 80 to 100 meters and then practiced flying

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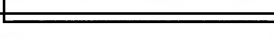
in flight formations for about 35 minutes. Between 2 p.m. and 6 p.m., 18 low-wing monoplanes with radial engines made individual flights of about 20 minutes, 14 conventional planes flew in elements of two, and 12 conventional planes practiced flying in formations of three for about 30 minutes. At about 10 a.m., nine jet bombers, apparently Il-28s, crossed the field.

12 April. At 9 a.m., 2 Po-2s practiced formation flying. At 11 a.m., a conventional plane took off for a 20-minute local flight.

14 April. Between 9 a.m. and 4 p.m., the following air activity was observed: 12 swept-back jet fighters with auxiliary fuel tanks were flying individually for 15 to 20 minutes; 14 conventional planes flew individually for 30 to 40 minutes; 4 Po-2s made local flights for 30 to 35 minutes; and 3 twin-engine planes, probably Li-2s, took off at about 10 a.m., headed north and returned from the same direction after one and a half hours. There was a closed ceiling in the morning and a 9/10 overcast in the afternoon with intermittent light rain.

15 April. Between 10 a.m. and 4 p.m., flying was practiced by swept-back jet fighters and conventional planes. There was a closed cloud base and visibility of about 2 km.

16 April. Between 11 a.m. and 6 p.m., swept-back jet fighters with auxiliary fuel tanks circled over the field. The sky was not completely overcast and visibility was limited to 5 km.

17 April. Between 11 a.m. and 5 p.m., there was flying by swept-back jet fighters and conventional planes.  The sky

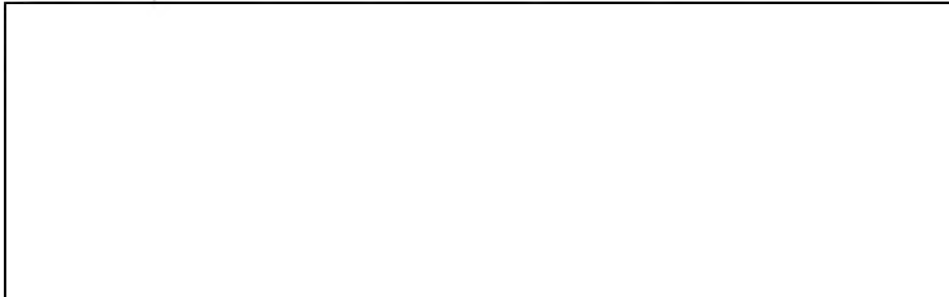
was 3/10 overcast and visibility was limited to about 6 km.<sup>1</sup>


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 3. Source observed the following air activity between 6 and 18 April:

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6 April. After 7 a.m., local flights were made. There was a closed ceiling. Between 2 p.m. and 6 p.m., formation flying was practiced in elements of two, flights of three and four. The aircraft temporarily disappeared in the clouds. There was night flying between 9 p.m. and midnight.

7 April. There was day and night flying, while the sky was 7/10 overcast.

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8 April. Between 9 a.m. and 1 p.m., swept-back jet fighters practiced flying individually and in formations. There was a 7/10 overcast at a ceiling of 800 meters. Between 10 p.m. and midnight, the rotary searchlight at the field was in operation, but no air activity was observed.

9 April. There was no air activity.

10 April. In the morning, there was air activity by planes flying individually and in formations of four. One MiG-15 released a sleeve target over the center of the field. A total of 26 MiG-15s were counted at the field, while 4 to 5 MiG-15s were aloft.

11 April. Individual aircraft were observed over Grossenhain throughout the day.

14 April. After 2 p.m., conventional planes practiced flying while the sky was overcast and it rained intermittently. At 5:45 p.m., a flight of MiG-15s crossed Grossenhain.

16 and 17 April. In the afternoon, local flights were made by conventional planes and MiG-15s. There was a 7/10 overcast. At about 6 p.m. on 17 April, 5 single-engine planes landed at the field.

18 April. In the morning, individual local flying was practiced by swept-back jet fighters. The sky was 7/10 overcast.<sup>1</sup>

4. An SCR-602-type radar set was observed on the northern edge of the field 25 to 30 meters from another radar set which was previously observed.<sup>2</sup>

- 25X1 5. In mid-April, sedan [ ] and truck [ ] both drivers wearing red-bordered black epaulets, and truck [ ] driver with black-bordered blue epaulets, were observed in Grossenhain. 25X1 25X1

6. On 10 April, 5 MiG-15s and type-29 planes were observed west of the runway and 15 such planes south of the runway. Ten swept-back jet fighters took off at short intervals and some of them practiced flying at high altitudes with vapor trails being visible. A soldier wearing black-bordered blue epaulets, armed with a submachine gun and carrying a signal pistol and a red flag was observed at the gap of a fence along highway No 101.<sup>1</sup>

- 25X1A 1. [ ] Comment. According to available information, Grossenhain airfield is occupied by a fighter division headquarters and two fighter regiments. Intensive individual flight training involving Yak-11s and Po-2s in addition to MiG-15s is particularly noteworthy. Since this type of air activity has been more frequently observed in Grossenhain than at other airfields, it can be assumed that a large number of younger pilots are stationed in Grossenhain. It is believed that retraining and initial flight training of pilots who were newly assigned to the Twenty-Fourth Air Army are limited to a few fighter regiments. The parachute jumps observed were probably routine jumps by fighter pilots. Aircraft [ ] are reported for the first time in East Germany. Aircraft No 869 was observed in Erfurt-Bindersleben on 20 March 1953. This confirms that some MiG-15s of a fighter regiment in Grossenhain are temporarily stationed in Erfurt-Bindersleben.

- 25X1A 2. [ ] Comment. Grossenhain airfield is equipped with a radar station consisting of a Dumbo-type radar set and an SCR-602 type set.

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